

# The Hong Kong Daily Press.

NO. 6978. 一月八十七年九十六第

日二十一月三年辰庚紀光

HONGKONG, TUESDAY, APRIL 20TH, 1880.

二月二十日四英 澳香

PRICE \$2 PER MONTH.

## SHIPPING.

### ARRIVALS.

April 18, HAINAN, American steamer, 291. Connor, Hollow 16th April, General—RUSSELL & Co.  
April 18, TATO, Dutch bark, 263, Bakken, Amoy 16th April, Hullust—SIEMSEN & Co.  
April 19, FU-KEW, Chinese steamer, 920. Grand, Sharpit 15th April, General—C. M. S. N. Co.  
April 19, HUNGARIAN, British steamer, 924. A. Hart, Glasgow 23rd February, and Singapore 11th April, General—ARNHOLD, KARBERG & Co.  
April 19, KANG-QI, Chinese steamer, 689. Peterson, Shanghai 14th April, and Swatow 18th, General—C. M. S. N. Co.  
April 19, SPIRIT OF THE AGE, British bark, 347, E. Williams, Sydney—N. S. W. 19th February, Co., Sandwood, Co.—Vossl & Co.  
April 19, AGAMEMNON, British str., 1,522. Widling, Shanghai, 5th April, and Amoy 18th, General—BUTTERFIELD & SWINE.  
April 19, SCHWEIDEN, British steamer, 1,154. D. M. Dobson, London 13th February, Penang, and Singapore 11th April, General—GIBSON, LIVINGSTON & Co.  
April 19, PSYCHIAT, British steamer, 880, F. Johnson, Saigon 12th April, General—JARDIN, MAGNUS & Co.  
April 19, NUNO, British str., 761. Cass, Shunshui 16th April, General—SIENS-SEN & Co.  
April 19, GUEZ, German brig, 221, Johnson, Amer 12th April, General—ED. SCHERLAKE & Co.  
April 19, DECIMA, Guinean steamer, 1,135. A. E. Latson, Saigon 13th April, Rice ED. SCHERLAKE & Co.  
April 19, LINCOLN, Brit. str., 277, Goode, Taiwanco 17th April, and Amoy 18th, General—D. LAFAIK & Co.  
April 19, TETO, Portuguese gunboat, Light Commander Guimaraes, Macao 18th April.  
April 19, ANGLO, British str., 833, Thomas, from Seagon, Borneo—JARDINE, MATTHEW & Co.

CLEARANCES  
AT THE HARBOURMASTER'S OFFICE  
APRIL 19TH.  
Annie S. Hall, American barkentine, for Whampoa.  
Hainan, American steamer, for Hainan, Chang Hock Kian, British str., for Swatow.  
London Castle, British str., for Shanghai.  
Crusader, British str., for Port Darwin, &c.  
Namo, British steamer, for East Coast.

### DEPARTURES.

April 19, LIVIA, German str., for Swatow.  
April 19, CRUSADER, British str., for Port Darwin, Cooktown, Sydney, &c.  
April 19, FU-KEW, Chinese str., for Canton.  
April 19, NUNO, British str., for Canton.  
April 19, CHEUNG HOOK KIAN, British str., for Swatow.

### PASSAGERS.

ARRIVED.  
Per H. Wilson, str., from Hollow—28 Chinese.  
Per Yu-wei str., from Shanghai—78 Chinese.  
Per Kung-chia, str., from Swatow—106 Chinese.  
Per Agamemnon, str., from Shanghai and Amoy—Mrs. Scott, from Amoy, Captain Parks from Shanghai for London, and 313 Chinese.  
Per Hungarian, str., from Glasgow—Mr. Patton.  
Per Spirit of the Age, from Sydney—Mrs. Williams and 2 children.  
Per Seaton, str., from London—73 Chinese.  
Per Decima, str., from Seagon—79 Chinese.  
Per Nippey, str., from Shanghai—Messrs. Abraham and Beattie.  
Per Hafcung, str., from Taiwanco, &c.—6 Chinese.  
DEPARTED.  
Per Crusader, str., for Port Darwin, 20.—Mrs. Churchill and child, Captain T. W. B. Watson, 1 European steerage, and 253 Chinese.  
For Cheung Hoek Kian, str., for Swatow—106 Chinese.

### REPORTS.

The British steamer Ningpo reports left Shanghai on 16th April, and had light, moderate N.E. winds and fine, clear weather throughout.  
The British steamer Amoy reports left Shanghai on 5th April, and Amoy, and the latter part moderate, fine weather.

The British steamer Hainan reports left Hollow on 16th April. The first part of the passage was N.E. monsoon, and the latter part moderate, fine weather.

The British steamer Hainan reports left Glasgow on 23rd February, and Singapore on 1st April. Up the China Sea as far as the Macleod Bank very fine weather, thence to port-storming N.E. winds and rain.

The Chinese steamer Yu-wei reports left Shanghai at 5 a.m. and had cloudy, many weather as far as the Hesien; thence to port fresh N.E. winds and fine weather. Arrived in Hongkong at midnight on Sunday.

The British steamer Sunbeam reports left London 16th February, and Singapore on 11th April, and had variable winds and calm until the 11th. On the 17th moderate N.E. gale. On the 13th the bark Dorset, in lat. 8.4° N. and long. 107.02 E., bound South, reported to report.

The Chinese steamer Kao-chi reports left Shanghai on 14th April at 5 a.m., and had fresh N.E. winds to Tung-ting, and thick weather; thence to Swatow fine weather. Left there on 16th April, and had moderate N.E. winds, 20th April, and arrived in Hongkong at 8.45 a.m. on Monday.

The British steamer Hainan reports left Tolo on 17th April at 5 a.m. Experienced fresh N.E. winds, and had cloudy, many weather. Arrived in Amoy at 9 a.m. on same day. In Amoy, the steamerettes Alice, Eustacia, Jada, Diamond, Orestes, and H.M.S. Skidmore. Left again on the 18th, and had moderate monsoon with dull, cloudy weather to Fort. Passed a Spanish man-of-war, bound into Amoy. Passed the steamer Craner anchored in Deep Bay.

SINGAPORE SHIPPING.  
Arrivals.  
6. Bands, Dutch steamer, from Aceh.  
6. Moscow, Russian steamer, from Odessa.  
7. London Castle, British str., from London.  
8. Bonita, British steamer, for Batavia.  
6. Calabria, British steamer, for Manila.  
6. Nestor, British steamer, for Samswang.  
6. Bangkok, steamer, for Bangkok.  
6. Pyra Pakket, British str., for Penang.  
6. Carpathia, British steamer, for London.

### AUCTION SALES TO-DAY.

J. M. A. B. M. S. T. R. O. N. G.,  
Household Furniture.

## BANKS.

NATIONAL BANK OF INDIA, LIMITED.  
Registered in London under the Companies' Act of 1862, on 21st March, 1866.

Established in Calcutta 29th September, 1863.

SUBSCRIBED CAPITAL ..... 2,333,000.

PAID-IN CAPITAL ..... 2,465,230.

RESERVE FUND ..... 20,000.

HEAD OFFICE—30A, THE BALMORAL STREET, LONDON, E.C.

LONDON BANKERS—NATIONAL PROVINCIAL BANK OF ENGLAND.

NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 5 per cent. per annum on daily balances; and on FIXED DEPOSITS according to arrangement—the maximum rate being 5 per cent per annum.

R. H. SANDEMAN,  
Foothow, 1st January, 1880.

NOTICE.

THE PARTNERSHIP existing between A. L. PHILIP, H. HICKLING, and H. G. DICKING, which ceased by lapse of time on the 1st May last, for the purpose of convenience, has been terminated this day, and Mr. HICKLING has retired from China.

PHILIP, HICKLING & CO.

Foothow, 1st April, 1880.

[Im573]

NOTICE.

THE PARTNERSHIP existing between A. L. PHILIP, H. HICKLING, and H. G. DICKING, which ceased by lapse of time on the 1st May last, for the purpose of convenience, has been terminated this day, and Mr. HICKLING has retired from China.

PHILIP, HICKLING & CO.

Foothow, 1st April, 1880.

[Im573]

NOTICE.

M. ROBERT HOWIE and Mr. RONALD GREIG are authorized to SIGN our FIRMS for PRODUCTION from this date.

DEACON & CO.

Canton, 1st March, 1880.

[Im558]

NOTICE.

M. E. N. C. STEVENS is hereby authorized to SIGN our NAME by presentation at AMY, the Power held by Mr. ELWELL ceasing from this date.

RUSSELL & CO.

China, February 9th, 1880.

[Im293]

NOTICE.

I HAVE this Day established myself as a MERCHANT and COMMISSION AGENT.

E. G. VOUILLEMONT,  
Manager, Shanghai.

20th May, 1879.

[Im389]

NOTICE.

O RENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL ..... 21,500,000.

BANKERS—

THE BANK OF ENGLAND.

THE NATIONAL BANK OF SCOTLAND.

THE BANK OF INDIA, AUSTRALIA AND CHINA.

CAPITAL ..... 4,000,000.

RESERVE FUND ..... 1,500,000.

BANKERS—

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK OF INDIA, AUSTRALIA AND CHINA.

DEPOSITS.

FOR 3 Months ..... 2 1/2% PER ANNUM ON THE DAILY BALANCE.

FOR 6 Months ..... 4 1/2% PER ANNUM.

FOR 12 Months ..... 5 1/2% PER ANNUUM.

ON FIXED DEPOSITS.

FOR 3 Months ..... 5% PER CENT.

FOR 6 Months ..... 6% PER CENT.

FOR 12 Months ..... 7% PER ANNUUM.

HONGKONG & SHANGAI BANKING CORPORATION.

PAID-UP CAPITAL ..... 5,000,000 of Dollars.

RESERVE FUND ..... 1,500,000 of Dollars.

BANKERS—

THE BANK OF ENGLAND.

THE NATIONAL BANK OF SCOTLAND.

THE BANK OF INDIA, AUSTRALIA AND CHINA.

DEPOSITS.

FOR 3 Months ..... 2 1/2% PER ANNUM.

FOR 6 Months ..... 4% PER ANNUM.

FOR 12 Months ..... 5% PER ANNUUM.

ON FIXED DEPOSITS.

FOR 3 Months ..... 5% PER CENT.

FOR 6 Months ..... 6% PER CENT.

FOR 12 Months ..... 7% PER ANNUUM.

HONGKONG & SHANGAI BANKING CORPORATION.

PAID-UP CAPITAL ..... 5,000,000 of Dollars.

RESERVE FUND ..... 1,500,000 of Dollars.

BANKERS—

THE BANK OF ENGLAND.

THE NATIONAL BANK OF SCOTLAND.

THE BANK OF INDIA, AUSTRALIA AND CHINA.

DEPOSITS.

FOR 3 Months ..... 2 1/2% PER ANNUM.

FOR 6 Months ..... 4% PER ANNUM.

FOR 12 Months ..... 5% PER ANNUUM.

ON FIXED DEPOSITS.

FOR 3 Months ..... 5% PER CENT.

FOR 6 Months ..... 6% PER CENT.

FOR 12 Months ..... 7% PER ANNUUM.

HONGKONG & SHANGAI BANKING CORPORATION.

PAID-UP CAPITAL ..... 5,000,000 of Dollars.

RESERVE FUND ..... 1,500,000 of Dollars.

BANKERS—

THE BANK OF ENGLAND.

THE NATIONAL BANK OF SCOTLAND.

THE BANK OF INDIA, AUSTRALIA AND CHINA.

DEPOSITS.

FOR 3 Months ..... 2 1/2% PER ANNUM.

FOR 6 Months ..... 4% PER ANNUM.

FOR 12 Months ..... 5% PER ANNUUM.

ON FIXED DEPOSITS.

FOR 3 Months ..... 5% PER CENT.

FOR 6 Months ..... 6% PER CENT.

FOR 12 Months ..... 7% PER ANNUUM.

HONGKONG & SHANGAI BANKING CORPORATION.

PAID-UP CAPITAL ..... 5,000,000 of Dollars.

RESERVE FUND ..... 1

NOW ON SALE.  
THE CHRONICLE AND DIRECTORY  
FOR CHINA, JAPAN, &c.  
For 1880.  
(With which is incorporated "THE CHINA  
DIRECTORY").

This Work, the ONLY one of the kind in China  
or Japan, is now in the

EIGHTEENTH YEAR  
in its existence, and is NOW READY FOR SALE.

It has been compiled from the MOST AUTHENTIC  
SOURCES, and no pains have been spared to  
render it THOROUGHLY RELIABLE, both as a  
Directory and as a Work of Reference on Com-  
mercial Matters.

Various additions have been made, tending to  
render the Work still more valuable for re-  
ference. The descriptions of each Port have  
been carefully revised, and the trade statistics  
brought down to the latest date obtainable.

The Work is embellished with the following  
Plans and Maps—Chromo-lithograph Plans of  
VICTORIA, Hongkong, of CANTON, the FO-  
REIGN SETTLEMENTS at SHANGHAI; a Chromo-lithograph Plan of the CODE of  
SIGNALS in use at VICTORIA HARBOUR; and  
Maps of the COAST of CHINA and HONG  
KONG.

It contains a DESCRIPTION of and  
DIRECTORY for HONGKONG, MACAO, PAK-  
HOI, HOMHOU, WHAMFOU, CANTON, SWATOW,  
AMOY, TAKAO, TAIWANFOU, TAMSUI, KEE-  
LUNG, FOOCHOW, WENCHOW, NINGPO, SHANG-  
HAI, CHINKIANG, KIUKIANG, WUHUE, HANKOW,  
ICHANG, CHUFU, TAKU, TIENTHIN, NEW-  
ORWANG, PEKING, NAGASAKI, KOREA (HIGO),  
OSAKA, YOKOHAMA, NIIGATA, HAKODATE,  
MANILA, ILOILO, CEBU, SAIGON, CAMBODIA,  
PHNOMPHEN, HANOI, BANGKOK, and SINGA-  
PORE, as well as condensed accounts of China,  
Japan, the Philippines, and the Ports of An-  
nam.

"The Chronicle and Directory for China,  
Japan, and the Philippines" is published in  
Two Forms—Complete at 35; or with the Lists  
of Residents, Port Descriptions and Directories,  
Plan of Victoria, and Code of Signals, at 23.

Orders for Copies may be sent to the Daily  
Press Office, where it is published, or to the  
following Agents—

MADRID.....Messrs. A. A. de Mello & Co.  
SWATOW.....Messrs. Campbell & Co.  
AMOY.....Messrs. Wilson, Nicholls & Co.  
TOKIO.....Messrs. Hedges & Co.  
FOOCHEW.....Messrs. Kelly & Walsh, Syphal  
SHANGHAI.....Messrs. Hall & Pease  
NORTON & CO. ....Messrs. Hall & Holt, and Kelly  
PEKING.....Messrs. Kelly & Walsh, Shanghai  
YOKOHAMA.....The C. and J. Trueling Co.  
MANILA.....Messrs. Linda de Loyaga & Co.  
SAIGON.....Mr. J. H. Bloum  
SINGAPORE.....Messrs. Soyle & Co.  
BANGKOK.....Messrs. Mathews, Jallie & Co.  
LONDON.....Messrs. F. A. Clark & Son  
LONDON.....Messrs. Green & Co.  
LONDON.....Messrs. Baines, Hardy & Co.  
SAN FRANCISCO.....Mr. L. P. Fisher, 21, Marquette  
Exchange, San Francisco  
NEW YORK.....Messrs. S. M. Pettingill & Co.  
57 Park Row.  
Daily Press Office, 13th January, 1880.

NOTICE.

S. W. ATSON AND CO.—  
FAMILY AND DISPENSING  
CHEMISTS.

By Appointment to His Excellency the Governor  
and his Royal Highness the Duke of EDINBURGH,  
WHOLESALE AND RETAIL DRUGGISTS  
PERFUMERS.

PATENT MEDICINE VENDORS  
DRUGGISTS' SUPPLYMEN,  
And  
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED,  
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of  
Orders it is particularly requested that all  
business communications be addressed to the  
Firm, A. S. WATSON and Co., or

HONG-KONG DISPENSARY. [31]

NOTICES TO CORRESPONDENTS.  
Communications to Editorial writers should be  
addressed "The Editor," and those on business "The  
Manager," not to individuals by name.

Advertisers for publication should be written on one  
side of the paper only.

Advertisements which are not ordered for a fixed  
period will be continued until countermanded.

Advertisers are requested to furnish their name  
and address with communications addressed to the  
Editor, not for publication, but as evidence of good  
faith.

The Daily Press

HONGKONG, APRIL 20TH, 1880.

The difficulty between Russia and China still  
forms the principal topic of interest throughout  
China. Preparations for war are going on  
actively in the north, and the Chinese  
Government appears determined to resist  
the ratification of the Kuldja Treaty at all  
costs. There is, however, a rumour that the  
prospects of a peaceful settlement of  
the dispute between the two countries have  
improved lately, though on what ground  
the rumour is based we are unable to say. All we  
know positively is that the Marquis Tzu-wei,  
Chinese Ambassador to London and Paris, has  
been ordered to proceed to St. Petersburg to  
reopen the negotiations on the Kuldja question.  
It is said that CHUANG LIOU-FAH, the  
official who acted as interlocutor to CHUNG  
How's Ambassador, has been instructed to return  
to St. Petersburg to assist the Marquis Tzu-wei,  
a mission he would fain have declined. Whether  
the marquis is likely to succeed where  
CHUANG How, who had the reputation of being  
a very astute diplomatist, failed, is a matter  
for considerable speculation. The Russian  
Government may, however, if desirous of  
avoiding another Asiatic war, be more in-  
clined to make concessions to the Marquis  
Tzu-wei than it was to his unfortunate pre-  
decessor. But is Russia likely to go out  
of her way to escape the contingency of a war  
with China? Under some circumstances she  
might. Six months ago she might, perhaps,  
have done so. To-day she may prefer to let  
China take the consequences of her temerity  
in rejecting CHUANG How's treaty. It must  
not be forgotten that the result of the Par-  
liamentary elections in England will be  
to waft the Liberal party into power. The  
Russian Government will doubtless imagine,  
from the conduct of the Liberal leaders be-  
fore and during the Russo-Turkish war, that  
the Liberal Cabinet will reverse the foreign policy  
of the Beaconsfield Administration, and let  
Co.'s steamer *Hoskin* two years ago

Russia work her will both in Europe and Asia.  
The Russians might have hesitated during  
Lord Beaconsfield's tenure of office to go to  
war with China lest England should retaliate  
for their treachery in Afghanistan by assas-  
sinating the Chinese, but they are not likely to  
entertain similar apprehensions now, that  
the reins of government are about to pass  
into the hands of Lord Granville or Lord  
Hetherington. It is to be feared that the  
Russians will be encouraged in their aggressive  
policy abroad by the advent to power of a  
Liberal Government in England.

Therefore it is hardly probable that the  
Marquis Tzu-wei will find the Russian Author-  
ities in a conciliatory mood. They have  
already begun their preparations for war in  
good earnest. An Army Corps has been or-  
dered to be placed on the frontiers of Kuldja,  
five more vessels-of-war have been ordered  
to join the Pacific squadron, obviously for  
service against China, and a new loan has  
been concluded for fifteen million pounds  
sterling. These movements do not indicate  
pacific intentions. Moreover, it has been  
asserted in the European papers that Russia  
intends to insist upon the ratification of the  
Kuldja Treaty. It will be in the interests of  
China, under present circumstances, to  
make concessions, for she is not in a position  
to fight a first-class military power like  
Russia. She has neither the army nor  
the navy to maintain the conflict on  
anything like equal terms. The most she  
could effect would be to give Russia a good  
deal of trouble in forcing a passage up the  
Peiho and the Yangtze rivers. It is true  
that the Chinese frontier is a far cry from  
St. Petersburg, and that the difficulties in  
the way of the transport of Russian troops  
would be neither few nor small; but  
Muscovite patience and Muscovite resources  
in men and money would overcome all ob-  
stacles, and ultimately the whole of Chinese  
Turkestan would fall into the hands of Russia.  
Nor must it be forgotten by China  
that if the Russian fleet succeeds in estab-  
lishing a blockade of the Chinese ports  
Chinese trade will be destroyed and the  
best source of her revenue dried up. The  
Chinese Ministers do well to be wary at the  
terms of the treaty, which is clearly one-sided,  
but they cannot afford to risk a war  
with Russia. It would be better, indeed, to  
surrender the whole of Kuldja in perpetuity  
to the Chinese than to stand by and see  
Russia's handiwork. The Chinese  
Government has not been unobservant of recent  
political events, and may be able to deduce  
therefrom the diminished likelihood of ob-  
taining either moral or material support  
from England in the event of engaging in a  
struggle with the Colossus of the north.

The British steamer *Zulu*, Captain Waugh,  
which arrived here on Sunday, is a new vessel  
built by Messrs. Ramer and Ferguson, Leith,  
for the China trade, and Mr. Ferguson has come  
to China in his vessel in order to sell her. He  
is a man of 175 feet, breadth 25 feet, and depth  
of hold 12 feet, a tonnage of 2,000 tons, and  
carries 600 tons of iron.  
The *Zulu* is a fine and moderate size and well  
ventilated with square ports. The berths are  
close to the saloon, and can accommodate twelve  
first-class passengers, while 300 passengers can  
be carried steerage or deck. The engine, which  
weighs 100 tons, is built by Messrs. Barclay and Curle, Glasgow,  
and is a surface engine of 100 horse-power, and  
will drive the ship at 10 knots per hour. The  
vessel is to be fitted up with 100 tons of coal  
and 200 tons of oil.  
The *Zulu* is in every respect well adapted for  
the China coasting trade. Captain Waugh was  
late chief officer of the A. S. N. C. Co.'s steamer  
*Ocean*, and was in her last year.

The Chinese Marconi Steam Navigation Com-  
pany's steamer *Kang Chi*, Captain Peter-  
son, the latest addition to the Company's fleet,  
arrived yesterday morning from Shanghai  
to Swatow. She was built at the Foochow  
Arsenal and was at first intended as a  
Chinese gunboat, but was converted and named  
No. 5. Her armament consists of 12 12-inch  
guns and 12 6-inch guns. She is 175 feet long,  
25 feet wide, and 12 feet deep, and has a  
tonnage of 1,000 tons.  
The *Kang Chi* is in command of Mr. Peter-  
son, late of the same Company's steamer *Hochang*,  
who has also taken with him Mr. Liang, his chief officer. The *Kang Chi*'s  
keel is 230 feet, and length of her upper  
deck 220 feet, breadth 30 feet, and depth of  
hold 22 feet; registered tonnage 632, and  
1,035 gross tonnage.  
The vessel is constructed  
and is not a bad model, and, judging  
from her hull, she will be a good  
water-winner. She has a very clean upper deck, upon  
which is a patent steam winch, and the captain and  
officers' cabin, which are well fitted up and have  
large windows, are on the main deck. The  
saloon is aft and is a moderate size and well  
ventilated with square ports. The berths are  
close to the saloon, and can accommodate twelve  
first-class passengers, while 300 passengers can  
be carried steerage or deck. The engine, which  
weighs 100 tons, is built by Messrs. Barclay and Curle, Glasgow,  
and is a surface engine of 100 horse-power, and  
will drive the ship at 10 knots per hour. The  
vessel is to be fitted up with 100 tons of coal  
and 200 tons of oil.  
The *Kang Chi* is in every respect well adapted for  
the China coasting trade. Captain Peter-  
son was late chief officer of the A. S. N. C. Co.'s steamer  
*Ocean*, and was in her last year.

The Chinese Marconi Steam Navigation Com-  
pany's steamer *Kang Chi*, Captain Peter-  
son, the latest addition to the Company's fleet,  
arrived yesterday morning from Shanghai  
to Swatow. She was built at the Foochow  
Arsenal and was at first intended as a  
Chinese gunboat, but was converted and named  
No. 5. Her armament consists of 12 12-inch  
guns and 12 6-inch guns. She is 175 feet long,  
25 feet wide, and 12 feet deep, and has a  
tonnage of 1,000 tons.  
The *Kang Chi* is in command of Mr. Peter-  
son, late of the same Company's steamer *Hochang*,  
who has also taken with him Mr. Liang, his chief officer. The *Kang Chi*'s  
keel is 230 feet, and length of her upper  
deck 220 feet, breadth 30 feet, and depth of  
hold 22 feet; registered tonnage 632, and  
1,035 gross tonnage.  
The vessel is constructed  
and is not a bad model, and, judging  
from her hull, she will be a good  
water-winner. She has a very clean upper deck, upon  
which is a patent steam winch, and the captain and  
officers' cabin, which are well fitted up and have  
large windows, are on the main deck. The  
saloon is aft and is a moderate size and well  
ventilated with square ports. The berths are  
close to the saloon, and can accommodate twelve  
first-class passengers, while 300 passengers can  
be carried steerage or deck. The engine, which  
weighs 100 tons, is built by Messrs. Barclay and Curle, Glasgow,  
and is a surface engine of 100 horse-power, and  
will drive the ship at 10 knots per hour. The  
vessel is to be fitted up with 100 tons of coal  
and 200 tons of oil.  
The *Kang Chi* is in every respect well adapted for  
the China coasting trade. Captain Peter-  
son was late chief officer of the A. S. N. C. Co.'s steamer  
*Ocean*, and was in her last year.

The British steamer *Zulu*, Captain Waugh,  
which arrived here on Sunday, is a new vessel  
built by Messrs. Ramer and Ferguson, Leith,  
for the China trade, and Mr. Ferguson has come  
to China in his vessel in order to sell her. He  
is a man of 175 feet, breadth 25 feet, and depth  
of hold 12 feet, a tonnage of 2,000 tons, and  
carries 600 tons of iron.  
The *Zulu* is a fine and moderate size and well  
ventilated with square ports. The berths are  
close to the saloon, and can accommodate twelve  
first-class passengers, while 300 passengers can  
be carried steerage or deck. The engine, which  
weighs 100 tons, is built by Messrs. Barclay and Curle, Glasgow,  
and is a surface engine of 100 horse-power, and  
will drive the ship at 10 knots per hour. The  
vessel is to be fitted up with 100 tons of coal  
and 200 tons of oil.  
The *Zulu* is in every respect well adapted for  
the China coasting trade. Captain Waugh was  
late chief officer of the A. S. N. C. Co.'s steamer  
*Ocean*, and was in her last year.

The British steamer *Zulu*, Captain Waugh,  
which arrived here on Sunday, is a new vessel  
built by Messrs. Ramer and Ferguson, Leith,  
for the China trade, and Mr. Ferguson has come  
to China in his vessel in order to sell her. He  
is a man of 175 feet, breadth 25 feet, and depth  
of hold 12 feet, a tonnage of 2,000 tons, and  
carries 600 tons of iron.  
The *Zulu* is a fine and moderate size and well  
ventilated with square ports. The berths are  
close to the saloon, and can accommodate twelve  
first-class passengers, while 300 passengers can  
be carried steerage or deck. The engine, which  
weighs 100 tons, is built by Messrs. Barclay and Curle, Glasgow,  
and is a surface engine of 100 horse-power, and  
will drive the ship at 10 knots per hour. The  
vessel is to be fitted up with 100 tons of coal  
and 200 tons of oil.  
The *Zulu* is in every respect well adapted for  
the China coasting trade. Captain Waugh was  
late chief officer of the A. S. N. C. Co.'s steamer  
*Ocean*, and was in her last year.

The British steamer *Zulu*, Captain Waugh,  
which arrived here on Sunday, is a new vessel  
built by Messrs. Ramer and Ferguson, Leith,  
for the China trade, and Mr. Ferguson has come  
to China in his vessel in order to sell her. He  
is a man of 175 feet, breadth 25 feet, and depth  
of hold 12 feet, a tonnage of 2,000 tons, and  
carries 600 tons of iron.  
The *Zulu* is a fine and moderate size and well  
ventilated with square ports. The berths are  
close to the saloon, and can accommodate twelve  
first-class passengers, while 300 passengers can  
be carried steerage or deck. The engine, which  
weighs 100 tons, is built by Messrs. Barclay and Curle, Glasgow,  
and is a surface engine of 100 horse-power, and  
will drive the ship at 10 knots per hour. The  
vessel is to be fitted up with 100 tons of coal  
and 200 tons of oil.  
The *Zulu* is in every respect well adapted for  
the China coasting trade. Captain Waugh was  
late chief officer of the A. S. N. C. Co.'s steamer  
*Ocean*, and was in her last year.

The British steamer *Zulu*, Captain Waugh,  
which arrived here on Sunday, is a new vessel  
built by Messrs. Ramer and Ferguson, Leith,  
for the China trade, and Mr. Ferguson has come  
to China in his vessel in order to sell her. He  
is a man of 175 feet, breadth 25 feet, and depth  
of hold 12 feet, a tonnage of 2,000 tons, and  
carries 600 tons of iron.  
The *Zulu* is a fine and moderate size and well  
ventilated with square ports. The berths are  
close to the saloon, and can accommodate twelve  
first-class passengers, while 300 passengers can  
be carried steerage or deck. The engine, which  
weighs 100 tons, is built by Messrs. Barclay and Curle, Glasgow,  
and is a surface engine of 100 horse-power, and  
will drive the ship at 10 knots per hour. The  
vessel is to be fitted up with 100 tons of coal  
and 200 tons of oil.  
The *Zulu* is in every respect well adapted for  
the China coasting trade. Captain Waugh was  
late chief officer of the A. S. N. C. Co.'s steamer  
*Ocean*, and was in her last year.

The British steamer *Zulu*, Captain Waugh,  
which arrived here on Sunday, is a new vessel  
built by Messrs. Ramer and Ferguson, Leith,  
for the China trade, and Mr. Ferguson has come  
to China in his vessel in order to sell her. He  
is a man of 175 feet, breadth 25 feet, and depth  
of hold 12 feet, a tonnage of 2,000 tons, and  
carries 600 tons of iron.  
The *Zulu* is a fine and moderate size and well  
ventilated with square ports. The berths are  
close to the saloon, and can accommodate twelve  
first-class passengers, while 300 passengers can  
be carried steerage or deck. The engine, which  
weighs 100 tons, is built by Messrs. Barclay and Curle, Glasgow,  
and is a surface engine of 100 horse-power, and  
will drive the ship at 10 knots per hour. The  
vessel is to be fitted up with 100 tons of coal  
and 200 tons of oil.  
The *Zulu* is in every respect well adapted for  
the China coasting trade. Captain Waugh was  
late chief officer of the A. S. N. C. Co.'s steamer  
*Ocean*, and was in her last year.

The British steamer *Zulu*, Captain Waugh,  
which arrived here on Sunday, is a new vessel  
built by Messrs. Ramer and Ferguson, Leith,  
for the China trade, and Mr. Ferguson has come  
to China in his vessel in order to sell her. He  
is a man of 175 feet, breadth 25 feet, and depth  
of hold 12 feet, a tonnage of 2,000 tons, and  
carries 600 tons of iron.  
The *Zulu* is a fine and moderate size and well  
ventilated with square ports. The berths are  
close to the saloon, and can accommodate twelve  
first-class passengers, while 300 passengers can  
be carried steerage or deck. The engine, which  
weighs 100 tons, is built by Messrs. Barclay and Curle, Glasgow,  
and is a surface engine of 100 horse-power, and  
will drive the ship at 10 knots per hour. The  
vessel is to be fitted up with 100 tons of coal  
and 200 tons of oil.  
The *Zulu* is in every respect well adapted for  
the China coasting trade. Captain Waugh was  
late chief officer of the A. S. N. C. Co.'s steamer  
*Ocean*, and was in her last year.

The British steamer *Zulu*, Captain Waugh,  
which arrived here on Sunday, is a new vessel  
built by Messrs. Ramer and Ferguson, Leith,  
for the China trade, and Mr. Ferguson has come  
to China in his vessel in order to sell her. He  
is a man of 175 feet, breadth 25 feet, and depth  
of hold 12 feet, a tonnage of 2,000 tons, and  
carries 600 tons of iron.  
The *Zulu* is a fine and moderate size and well  
ventilated with square ports. The berths are  
close to the saloon, and can accommodate twelve  
first-class passengers, while 300 passengers can  
be carried steerage or deck. The engine, which  
weighs 100 tons, is built by Messrs. Barclay and Curle, Glasgow,  
and is a surface engine of 100 horse-power, and  
will drive the ship at 10 knots per hour. The  
vessel is to be fitted up with 100 tons of coal  
and 200 tons of oil.  
The *Zulu* is in every respect well adapted for  
the China coasting trade. Captain Waugh was  
late chief officer of the A. S. N. C. Co.'s steamer  
*Ocean*, and was in her last year.

The British steamer *Zulu*, Captain Waugh,  
which arrived here on Sunday, is a new vessel  
built by Messrs. Ramer and Ferguson, Leith,  
for the China trade, and Mr. Ferguson has come  
to China in his vessel in order to sell her. He  
is a man of 175 feet, breadth 25 feet, and depth  
of hold 12 feet, a tonnage of 2,000 tons, and<br



## EXTRACTS.

**THE "OFF AND ON" SEASON.**  
"Tis neither fish, nor flesh, nor fowl,  
But something of all three,  
Or land and sea what tempests howl,  
And leaves stand the tree;  
When hunting men run up and down,  
No sooner here than gone,  
Tis then begins what's called in town  
The season "off and on."  
When Monks' wives, by duty bid,  
Forsook the country home,  
And (not too willingly, 'tis said),  
Abandon Nico or Rose;  
When Shylock draws great houses still,  
And Banquo counts upon  
(His piles Haymarket to Hill)  
The season "off and on."  
When the young beauties of the year  
At Court their entry make,  
When stirring speech and hearty cheer  
Shakes Stephen's sober wile;  
When shutters open in street and square  
Was the "doge" Derby's won,  
And wind and rain to great prepare  
The season "off and on."  
When people come, and people go,  
Nor care to settle down;  
Can't tell the Quora, but like to know  
What's going on in town,  
Till Easter, with its Paschal lamb,  
One more is past and gone,  
And we forgot that dismal sham,  
The season "off and on!"

**ROSE-WATER REVOLUTIONISTS.**  
We extract the subject from an article thus entitled in the *World*. "This is only one of many modes in which the energy of the rose-waters revolutionists of France may make itself felt." She now gives her political enthusiasm with an enthusiasm which is primarily scientific or aesthetic. She has entered the entire vocabulary of the cause of Darwinism. Evolution she can easily demonstrate, is the king of this world, and all that can be known about the universe is contained in the books of Tyndall, and the school of Birmingham. She is herself something of an experimental chemist or doctor. Instead of a boudoir, she has a laboratory, and what time she can spare from political duties she devotes to odors and gases. Circumstances have induced her to take up the study of medicine, of which she has acquired just enough knowledge to be perpetually trifling with her own constitution, and to be a terror to all valentinerian friends. The casual mention of a passing indisposition will cause her to inflict upon you a prescription or to monos you with a panacea. She has discovered a hundred kinds of smell cures for commonplace maladies. In an unfortunate moment a biologist, fresh from New York, happened to tell her something of the saving virtues of electricity. Since then she discourses incessantly on the hygienic value and restorative agency of shocks. She never travels without a complete equipment of galvanic batteries and plates. It is packed in a neat wooden case, and its portability is as well known to her friends as that of a internal machine to the Emperor of All the Russias. Her dependence in the country dread its approach and lie at its coming. In a heedless moment a virtuous cottage complains of an ailment, probably the result of insufficient food or defective drainage. The remedy is obvious, and the dreaded instruments of galvanism make their appearance upon the scene next morning. In precisely the same spirit, she insists that college economy will never be properly understood in England till the works of Mr. Ruskin are familiar to the simple villagers as those of Leigh Richmond. The next thing is to parcel out the soil of the United Kingdom into peasant proprietorships. When this has been done, and the curative and preventive powers of electricity are recognized in every village dispensary, it will be proved that the perfectibility of mankind is no idle dream. From the study of such phenomena as those which have been lightly alluded at here, a good deal may be learned. Attempts to assassinate Emperors indicate, we are told, the stirring of a new life in the veins of a people. Spasmatic and eccentric zeal, like that which inspires a growing proportion of the ladies of upper-class England at the present moment, is quite as suggestive a proof of the necessity of new feminines careers. When such a demand exists, it is certain before long to be satisfied.

## THE THREE TOAD.

We can boast a greater assortment of toads and frogs in this country (America) than can any other land. What a chorus goes up from our ponds and marshes in spring! The like of it cannot be heard anywhere else under the sun. In Europe it would certainly have made an impression upon the literature. An attentive ear will detect first one variety, then another, each occupying the stage from three or four days to a week. The latter part of April, when the little peeping frogs—*hyloides*—are in full chorus, one comes upon places in his drives or walks late in the day, where the air fairly palpitates with sound; from every little marshy hollow and spring-run there rises up an impenetrable maze or cloud of shrill musical voices. The most interesting and the most shy and withdrawn of all our frogs and toads is the tree-toad—the creature that, from the old apple or cherry-tree, or red cedar, announces the approach of rain, and baffles every effort to see or discover him. It has not (as some people imagine) exactly the power of the chameleon to render itself invisible by assuming the colour of the object it places upon, but it sits very close and still; and its mottled back, of different shades of ashen gray, blends it perfectly with the bark of nearly every tree. The only change in its colour I have ever noticed, is that it is lighter on a light-coloured tree, like the beech and soft maple, and darker on the apple, or cedar, or pine. Then it is usually hidden in some cavity or hollow of the tree, when its voice appears to come from the outside. Most of my observations on the habits of this creature run counter to the authorities I have been able to consult on the subject. In the first place the tree-toad is nocturnal in its habits, like the common toad. By day, it remains motionless and concealed; by night it is as alert and active as an owl, feeding and moving about from tree to tree. I have never known one to change its position by day, and never knew one to fail to do so by night. Last summer one was discovered sitting against a window, upon a climbing rosebush. The house had not been occupied for some days, and when the curtain was drawn the toad was discovered and closely observed. His light grey colour harmonized perfectly with the unpainted woodwork of the house. During the day he never moved a muscle, but next morning he was gone. A friend of mine caught one, and placed it under a tumbler on his table at night, leaving the edge of the glass raised about the eighth of an inch to admit the air. During the night he was awakened by a strange sound in his room. At first he went some object, now here, now there among the furniture, or upon the walls and doors. On investigating the matter, he found that by some means he had crept out and escaped from under the glass and was leaping in a very lively manner about the room, producing the sound he had heard when it alighted upon the door or wall; or other perpendicular surface. —*London Monthly.*

## A REMARKABLE INVENTION.

Among the latest discoveries in the material world is one that has a practical and universal value even superior in its benefit to humanity to the electric light. For months it has occupied the attention of a number of capitalists who have profited by its invention, and he has organized a stock company for its promotion. The discovery bears the name of Valentine, and is at once one of the most curious and the most useful produced by this prolific age. It is a process for rendering all fabrics, and, indeed, every class, waterproof, or made water-repellent, without affecting in the least the appearance, or injuring the quality of the material treated. Valentine is a solution obtained from hydro-carbon gums in a volatile, reacted vapour by gases. The latter process seems to be very essential, and it effects a result much more rapid than the usual methods of treatment. The learned students of the city. Fabrics are rendered waterproof by treating them to a bath in the solution, and then drying off the solvent by heat. The effects, as your correspondent can testify from personal examination, are marvelous almost to the verge of incredibility. These notes are destroyed by too much smartness. It gives the appearance of perpetual effort, stabs to the heart the nature that is in them, and wears away the maner and not by the matter. It is the commonest fault in the world (as I have seen) that all prominent inventors, or correspondents, are all prone to say, "for whom the benefit the test was made as though us could be wished." The fabrics above were delicate colored silks, broad-shawl leather, silk, velvet, cotton and woollen goods, and cloths of various kinds, and then articles such as kid gloves, fine ostrich plumes, ladies' boots, &c. Of the fabrics experimented on two pieces were exhibited, one that had been treated to a bath in the solution, and one that had not. It was impossible to distinguish them from each other in any way except by plunging them into the water. This difference was startling in the extreme. Pitcher after pitcher of water was poured over a piece of pink silk that had been in the bath, and the inventor, two years ago, and yet the fibres were untouched by the moisture. The water ran off from the back of a duck, and a flap or two in the air was sufficient to remove even the few drops that rested upon the surface. The ostrich plumes were dragged through the water and withdrawn without a curl having been disturbed, and hair-trimmed treated in the same rude manner, came out with the least change in their appearance. The action of the solution seems to be such as to increase every fibre of the material in a film impervious to water, yet this film is invisible. The pores of the texture are not filled up, as is the case with the water-proof goods known heretofore, for water can be forced by pressure into a seam of its weight, as all readers would be more or less oppressed and worried by this presentation of everything in one smart point of view, when they know it must have other and weightier and more solid properties. Airiness and good spirits are always delightful, and are inseparable from notes of a cheerful trip; but they should sympathize with many things as well as with in a lively way. It is but a word or a touch that expresses this humanity, but without that little embellishment of good nature there is no such thing as humor. In this little MS. everything is too much patronised and condescended to; whereas the slightest touch of feeling for the rustic who is of the earth earthy, or of sisterhood with the homely servant who has made her face shine in her desire to please, would make a difference that the writer can scarcely imagine without trying it. The only relief in the 21 slips is the little bit about the chinches. It is a relief, simply because it is an indication of some kind of sentiment. You don't want any sentiment laboriously made out in such a thing. You don't want any mandolin show of it. But you do want a perceiving suggestion that it is there. It makes all the difference between being playful and being cruel. Again I must say about all things—especially people writing—for the love of God, don't condescend! Don't assume the attitude of saying, "See how clever I am, and what fun everybody else." Take my advice, but I think that I observe an excellent quality of observation throughout, and think the boy at the shop, and all about him, particularly good. I have no doubt whatever that the rest of the journal will be much better if the writer chooses to make it so. If she considers for a moment within herself, she will know that she derived pleasure from everything she saw, because she saw it with an infinite number of lights and shades upon it, and is bound to humanity by innumerable fine links; she cannot possibly communicate anything of that pleasure to another by showing it from one little limited point only, and that point, observe, the one from which it is impossible to detach the exponent, as the pretences of a whole universe of inferior souls. This is what everybody would mean in objecting to these notes (supposing them to be published), that they are too smart and too disjointed. A very little indeed would make all this gaity as sound and wholesome and good-natured in the reader's mind as it is in the writer's.—*The Letters of Charles Dickens.*

"GIL BLAS" AND "DON QUIXOTE."

"Gil Blas," though not a classic classic, included in the articles of the British literary faith; but not a matter of pious opinion, but *de fide*; a necessity of intellectual salvation. Tremendous interview I once had with a boy of letters concerning this immortal work; he is a well-known writer now, but the time I speak of he was only budding and sprouting in the magazines—a lad of promise, no doubt, but given, if not to kick against authority, to question it; and, what was worse, to question me about it, in an embarrassing manner. The natural affinity of my disposition had caused him, I suppose, to treat me as his Father Confessor in literature; and one of the sins of omission he confided to me was in connection with the divine *Le Sage*. "I say about 'Gil Blas,' you know—Blas (a great critic of that day) was saying last night that if he were to be imprisoned for life with only two books to read he would choose the Bible and 'Gil Blas.' It is very gratifying to me," said I, wishing to evade my young friend, and also because I had no love for Blas, "that he should have selected the Bible; and all the more so, since I should never have expected it of him." "Yes, 'Papa' (that was what the young dog was wont to call me, though he was no son of mine—far from it); but about 'Gil Blas'?" It is really the next best book? And after he had read it—say ten times—would he not have been rather sorry that he had not chosen—well, Shakespeare, for instance? The picture of Blas with a long white beard, the growth of twenty years, reading that tattered copy of "Gil Blas" in his cell, almost affected me to tears; but I made shift to answer gravely: "Blas is a professional critic; and persons of that class are apt to be a little dogmatic and given to exaggeration. But 'Gil Blas' is a great work. A picture of the seamy side of human life—of its vices and its weaknesses at least—is unparallelled. The archbishop—"Oh! I know that archbishop—well," interrupted my young tormentor. "I sometimes think it if hadn't been for that archbishop we should never perhaps have heard of 'Gil Blas'." "Tutut, what?" said I, "you talk like a child!" But to add all the talk—three times, ten times, for all one's life? Poor Mr. Blas! "It is a matter of opinion, my dear boy," I said. "Blas has this great advantage over you in literary matters, that he knows what he is talking about; and if he was quite sure—" "Oh! but he was not quite sure: he was rather doubtful, he said, about one of the books." "Not the Bible, I hope?" said I fervently. "Not about the other. He was not quite sure but that, instead of 'Gil Blas,' he ought to have selected 'Don Quixote.' Now really, that seems to me worse than 'Gil Blas'." "You mean too young to appreciate the full significance of 'Don Quixote'?" The sounder inquired. "Do you mean to tell me people read it when they are old?" but I pretended not to hear him. "We do not all of us," I went on, "know what is good for us." Sancho Panza's physician—"Oh! I know that physician—well, papa! I sometimes think, if it had not been for that physician, perhaps—" "Rush!" I exclaimed, authoritatively. Thus was developed a system of caste indexibus and liberal as its native archetype, a system which has for its inevitable "twice born" the civilian, that Anglo-Brahmin, and counts every other as a social pariah. Upon one occasion, while I was in Calcutta, this phenomenon received an amusing illustration. The story went round that at a ball given by the wife of a civilian had greatly remonstrated

## HONGKONG MARKETS.

AS EXHIBITED BY CHINESE ON THE 18TH APRIL, 1850.

COTTON GOODS.	WOOLLEN GOODS.
American Drills, 13 lbs., per piece ... \$1.05 to \$1.10	Blankets, 2 lbs., per pair ... \$1.05 to 1.25
Cotton Yarn, No. 16 to 24, per 400 lbs. ... \$1.05 to 1.15	Blankets, 10 lbs., per pair ... \$1.05 to 1.25
Cotton Yarn, No. 20 to 30, per 400 lbs. ... \$1.05 to 1.15	Cambric, 5 lbs., per piece ... \$1.05 to 1.15
Cotton Yarn, No. 30 to 40, per 400 lbs. ... \$1.05 to 1.15	Cambric, AAA, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 40 to 50, per 400 lbs. ... \$1.05 to 1.15	Cambric, L.L.L., per piece ... \$1.05 to 1.15
Cotton Yarn, No. 50 to 60, per 400 lbs. ... \$1.05 to 1.15	Cambric, MM, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 60 to 70, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 70 to 80, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 80 to 90, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 90 to 100, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 100 to 110, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 110 to 120, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 120 to 130, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 130 to 140, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 140 to 150, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 150 to 160, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 160 to 170, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 170 to 180, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 180 to 190, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 190 to 200, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 200 to 210, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 210 to 220, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 220 to 230, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 230 to 240, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 240 to 250, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 250 to 260, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 260 to 270, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 270 to 280, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 280 to 290, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 290 to 300, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 300 to 310, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 310 to 320, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 320 to 330, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 330 to 340, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 340 to 350, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 350 to 360, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 360 to 370, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 370 to 380, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 380 to 390, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 390 to 400, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 400 to 410, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 410 to 420, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 420 to 430, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 430 to 440, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 440 to 450, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 450 to 460, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 460 to 470, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 470 to 480, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 480 to 490, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 490 to 500, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 500 to 510, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 510 to 520, per 400 lbs. ... \$1.05 to 1.15	Cambric, XX, per piece ... \$1.05 to 1.15
Cotton Yarn, No. 520 to 530, per 400 lbs. ... \$	